

## CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

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## REPORT

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## REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

1. The population of Ch'ongjin, North Hamgyong Province, in June 1956 numbered approximately 200,000, most of whom were natives of Ch'ongjin employed in ~~the~~ governmental organizations, schools, production cooperatives, fishing stations, railroad organizations, factories, and some few in farming. Non-natives of Ch'ongjin, however, held most of the staff positions in the government organizations, having been assigned to Ch'ongjin from other districts by the central government. Before the Korean War the population was approximately 300,000 but during hostilities large numbers emigrated to South Korea or to mountain areas, the young people joined the military services, and a small number were killed in air raids on the city.
2. When the Japanese occupied Korea the population of the city was 600,000, but following the liberation in August 1945 all Japanese nationals returned to Japan with the exception of approximately six families and about six Japanese women who had married Koreans. Most of the Japanese in Ch'ongjin in June 1956 were laborers. About 1,000 Chinese nationals lived in Ch'ongjin during the Japanese occupation, all but 100 of whom remained in 1956, the others having returned to China before and after the Korean War. The Chinese in 1956 owned their own restaurants and general stores, and were vegetable farmers in the suburbs. One group owned a casting factory which at one time bought 60 tons of pig iron from the Kimch'aek National Iron Works.
3. The standard of living in Ch'ongjin was lower in June 1956 than it had been during the Japanese occupation. On several occasions in 1955 slogans such as "Long life to the Republic of Korea" and "Long live President Yi Sung-man" ~~appeared~~ appeared on the sides of freight cars arriving from Manchuria. The phrases were written in chalk, and were immediately erased by the unloading team chiefs who were members of the Korean Labor Party (KLP).
4. A sketch of the city plan of Ch'ongjin.

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## INFORMATION REPORT INFORMATION REPORT

## C-O-N-F-I-D-E-N-T-I-A-L

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1. Ch'ongjin Branch of the Central Bank of North Korea, a stone structure with a tin-plate roof, approximately 13 meters high, 30 meters long, 25 meters wide, damaged during the war and repaired following the armistice. During the Japanese occupation the building was occupied by a branch of the Korean Bank.
2. Residential Areas, indicated by oblique lines.
3. Ch'ongjin Machine Factory, a Grade IV enterprise which employed approximately 100 workers, occupied two buildings: Building A, "L"-shaped, was single-storied with brick walls, a tin-plate roof; approximately 40 meters long on one side, 20 meters long on the other and 13 meters wide. Building B was single-storied with brick walls, a tin-plate roof; approximately 40 meters long and 13 meters wide. Both buildings were damaged during the war but were repaired after the armistice. The factory produced parts for lathes, mining machines and ship engines.
4. Ch'ongjin Railroad Freight Office, damaged during the war but repaired after the armistice, had continuously occupied the same site since the Japanese occupation. The office handled rail shipping for North Korean organizations but not for individual citizens.
5. Bus Station and National Department Store. In front of the department store near the market, this bus station was called the "Front of Market" station. The national department store was a two-story structure with brick walls, a cement tile roof, approximately 9m x 20m x 13m. On the first floor ~~were~~ <sup>sections for food, tobacco and consumer supplies</sup> and on the second floor, <sup>clothing, shoe and drug sections</sup>. ~~After being destroyed by bombs during the war, the store was reconstructed after the armistice.~~
6. Ch'ongjin Market, indicated on the sketch with crisscrossed lines.
7. Roundhouse, damaged during the war but reconstructed after the armistice.
8. Ch'ongjin-si People's Committee Building, three-storied with cement walls and a cement tile roof; approximately 16m x 30m x 18m. This building was built in mid-1946 and was only slightly damaged during the war.
9. Bus Station, in front of the Ch'ongjin-si People's Committee Building.
10. Ch'ongjin-si Korean Labor Party Committee Building, constructed during the Japanese occupation, damaged during the war and repaired after the armistice. The committee was composed of an organization department, a propaganda department, a party identification certificate section, an accounting section and a confidential documents section. It was staffed by 10 directors for the organization and propaganda departments, two department chiefs, one chairman and two vice chairmen, three section chiefs and six section members. Two motor vehicles, one an old sedan for the use of the chairman, and the other a Soviet-made truck, were at the disposal of the committee.
11. National Department Store, a three-story structure with red brick walls, a cement tile roof; 10m x 25m x 15m. ~~Under Japanese management this building had housed the Korean Forwarding Company, Ltd. It was half destroyed during the war and was~~ <sup>reconstructed following the armistice.</sup> On the first floor were food stuffs, vegetables, dried fish, candies and cakes, liquors, and rubber shoes. On the second floor were cloth, clothing, shoes, stockings, toilet articles and school items. The staff consisted of 20 employees.
12. Ch'ongjin Railroad Station, a two-storied structure with brick walls painted black, a cement tile roof; approximately 10m x 30m x 15m; bombed during the war and rehabilitated following the armistice.
13. Ch'ongjin Railroad Factory, which repaired locomotives, was framed in girders, had brick walls painted black and was approximately 10m x 50m x 25m. The building was constructed by the Japanese, ~~damaged during the war, and rehabilitated after the armistice.~~

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14. Ch'ongjin Railroad Bureau, two storied with red brick walls, a cement tile roof; approximately 12m x 15m x 25m; Built specifically for the bureau in 1947, this building was not damaged during the war.
15. Hamgyong-pukto Prosecutor's Office, a three-storied structure with red brick walls, a cement tile roof; approximately 13m x 50m x 20m. Constructed in 1947 and repaired following the armistice, this building was occupied by both the Hamgyong-pukto Prosecutor's Office and the Ch'ongjin-si Prosecutor's Office.
16. Hamgyong-pukto KLP Committee Headquarters. Built in 1948 for the use of the Hamgyong-pukto Prosecutor's Office, this building became the headquarters for the Hamgyong-pukto KLP Committee after war damages were repaired following the armistice. The committee included one chairman, two vice chairmen, seven members in the organization department, eight members each in the propaganda, the agriculture and the industry departments, three members in the accounting department and five members in the staff department.
17. Hamgyong-pukto Internal Affairs Department (IAD), a three story building, approximately 13m x 50m x 25m, with red brick walls, a cement tile roof, constructed specifically for its use in 1947, and only slightly damaged during the war. Prior to 1947 the department's office had been on a site in front of the Ch'ongjin Railroad Station. The chief of the IAD had the rank of senior colonel, the deputy chief that of colonel and each section chief that of captain or major.
18. Bus Station. Though it was in front of the Hamgyong-pukto Staff School, this station generally was referred to by bus conductors as "Front of IAD" station.
19. Hamgyong-pukto Staff School, two-storied with brick walls, a cement tile roof; approximately 8m x 25m x 15m; constructed in 1948, only slightly damaged during the war and repaired following the armistice. The building before June 1956 was occupied by the Hamgyong-pukto KLP School. After June 1956 the North Korean government reorganized the school to combine the staff school with the KLP school for the purpose of training KLP members for junior staff positions in provincial organizations. The school offered a six-month course in KLP organization and government administration taught by graduates of the Central KLP School and the chief and deputy chief of the provincial KLP propaganda department. It accommodated 100 students who, in addition to being fervent members of the KLP, had to be recommended for admittance to the school by their respective KLP county or junior committees. Upon graduation the students were either returned to their former posts or assigned to a city or county KLP committee, a city or county People's Committee or to a Grade I factory as directors.
20. Living Quarters, Ch'ongjin Steel Mill, only two-thirds of which remained intact following the Korean War. Each residence was single-storied with interior walls of mud plastered with lime and exterior walls of cement; approximately 5m x 40m x 5m; with a cement tile roof and accommodations for five families who had to share the one source of water available in each building. These quarters were originally built by the Japanese for employees of the Mitsubishi smelter.
21. Ch'ongjin Steel Mill, which produced steel under Japanese management, had, after war damages were repaired, begun the manufacture of granulated iron products by melting pulverized iron ore. The mill's production, which averaged about 200 tons per day, was shipped by rail to the Songjin Steel Mill where it was charged, along with manganese, molybdenite and tungsten, into an electric furnace for the production of steel. Buildings within the compound indicated on the sketch were as follows:
 

A. Fire-brick factory B. Transformer station C. Transformer station	D. Warehouse E. Blast furnace F. Warehouse
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- G. Electric furnace plant, installed by the Japanese
- H. Locomotive shed
- I. Railroad track
- J. Board fence surrounding the compound

22. Ch'ongjin Shipyard, a red brick building with a cement roof; approximately 10m x 50m x 30m. Engaged in the production of engines and parts for boats, the shipyard's capacity was greater in June 1956 than it had been under the Japanese. 25X1 it produced 10 boats a month. Approximately 400 workers, including personnel from the Shipbuilding Department, were employed at the yard.
23. Fishing Net Factory, a red brick building with a slate roof; 8m x 40m x 20m; constructed after the armistice. It employed about 200 workers and was under the jurisdiction of the Ministry of Finance.
24. Shipbuilding Department, Ch'ongjin Shipyard, a red brick structure with a slate roof; 8m x 50m x 30m; reconstructed after the armistice. In June 1956 it was producing 40 or 50-ton powered boats.
25. Beacons, destroyed during the Korean War and rebuilt following the armistice. The beacons were operating effectively in June 1956.
26. Hamgyong-pukto Vehicle Station, a single-story building with red brick walls, a slate roof; 8m x 30m x 12m; built during the Japanese occupation and reconstructed after the armistice. A board fence, 7m x 50m x 50m surrounded the station, which maintained approximately 50 buses and trucks of Soviet and Czechoslovakian origin. The Soviet buses accommodated 50 passengers and the Czech buses 100. Buses departed every hour, between 0700 and 1800 hours, for Nanam (N 41-43, E 129-41)(EB5718), Kyongsong (N 41-40, E 129-41)(EB5713), and Chuul (N 41-35, E 129-36)(EB5003).
27. Bus Station, known as the "Front of Ohang" station.
28. Ch'ongjin Automotive Repair Shop, a single story building with brick walls, a slate roof; 8m x 30m x 25m; reconstructed after the armistice.
29. Ch'ongjin Textile Factory, completely demolished during the Korean War. Reconstruction of the plant was undertaken in late 1955 with the mobilization of all former employees and a construction trust to provide the labor. As of June 1956 work on the factory, A, and the residences, B, was still in progress.
30. Hanger, Ch'ongjin Airfield, reconstructed following the armistice, approximately 20m x 40m x 40m. Five biplanes and five monoplanes were in use at the airfield in mid-June 1956 for the purposes of training students and spotting schools for fish. Since 1955 flight instruction for physically fit senior middle school students had been in effect, and was given every Saturday and Sunday. Glider training, under the auspices of the Fatherland Defense Support Association,<sup>2</sup> was given to junior middle school boys. Trainees were between the ages of 17 and 19 and as flight students they were entitled to a grain ration of 800 grams per day. After graduation from senior middle school students were qualified to join the North Korean Air Force. In June 1956 NO Ki-hwan, chief of the Inspection Department of the Kimch'aek National Iron Works, was serving as a paid flight instructor until a regular instructor was sent from P'yongyang.
31. Airstrip, Ch'ongjin Airfield, repaired after the armistice. A passenger plane landed on this strip every morning and departed every afternoon. Two jet planes frequently passed over the field but did not land.
32. Ch'ongjin Teachers' College, all buildings of which were completely destroyed during the Korean War and reconstructed following the armistice. Building A was a three-story structure with brick walls, a tin-plate roof; approximately 15m x 50m x 15m; used as a museum during the Japanese occupation and until the outbreak of the Korean War. Building B was a dormitory, two-storied with brick walls, a cement tile roof; 10 meters high, 30 meters long on one side, 40 meters long on the other and 10 meters wide. Buildings lettered C in the sketch were

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faculty members' residences, single-storied with brick walls, cement tile roofs; 5m x 10m x 5m; each accommodating two families. The college had approximately 30 teachers and 600 students.

33. Songp'yong Market, indicated with crisscrossed lines.
34. Bus Station, known as the "Front of Songp'yong Market" station.
35. Hamgyong-pukto Automotive Repair Factory, two buildings, single-storied with brick walls and cement tile roofs. Building A measured approximately 5m x 50m x 10m; building B approximately 5m x 15m x 10m; both were reconstructed following the armistice. During the Japanese occupation the buildings were used by the Ch'ongjin-si Automotive Repair Factory.
36. Oxygen Factory, Kimch'aek Iron Works (KIW),<sup>3</sup> a single-storied building with brick walls covered with cement, a tile roof; approximately 8m x 30m x 30m; During the Japanese occupation this building was a part of the Ch'ongjin-si Automotive Repair Factory.
37. Water Supply Section, KIW, a single-storied building with brick walls covered with cement, a cement tile roof; approximately 8m x 30m x 30m; undamaged during the Korean War.
38. Laborers' Dormitories, KIW, three buildings, each two-storied with brick walls covered with cement and with cement tile roofs; approximately 13m x 35m x 20m. These were the living quarters for approximately 600 bachelor employees of the iron works who paid 700 won per month for food and lodging, including 120 won per month for their grain ration. A large number of the laborers were undernourished and suffered from tuberculosis and colds in the winter.
39. Laborers' Quarters, KIW, constructed during the Japanese occupation, damaged during the Korean War, and in June 1956 still in the process of being rebuilt by the Official Residence Construction Plant, Construction Department of the iron works. Inhabited in June 1956 were about 400 of the houses, single-storied with red brick walls, cement tile roofs; approximately 5m x 13m x 20m; each with walls either unpainted, painted yellow or covered with cement, and numbered according to the Hangul system. The monthly grain ration was insufficient to meet the needs of the laborers and their families. Boiled rice was served for breakfast and rice gurel for supper. Their clothing was shabby, resembling that worn by South Korean beggars, and women supplemented their meager wardrobes in winter by wrapping themselves from head to knee in blankets. Clothing was at a premium and had to be guarded from theft when washed and hung to dry.
40. Staff Quarters, KIW, similar in design to the quarters described in paragraph 39, with the exception that accommodations were for only one family to a house, four of which had to be reconstructed after the armistice. A brick wall 2 meters high surrounded the residence of the manager of the iron works, and Soviet engineers lived in the residence at KB61602234. These quarters had been used by the engineers of the Ch'ongjin Factory, Japan Iron Manufacturing Company, during the Japanese occupation.
41. Restaurant, KIW, along with a private tailoring shop, a private barber shop, a general store and a small national store near the market.
42. Bus Station, terminal of the Ch'ongjin-si bus.
43. National Department Store and National Restaurant, combined in a "U"-shaped building, 50 meters long, single-storied, reconstructed during the period 1954-55. Dances were held in the restaurant in the evenings. During the Japanese occupation this building had housed a department store.
44. Senior Middle School, a two-storied structure with brick walls, a cement tile roof; 12m x 50m x 20m; reconstructed following the armistice. It was used by the technical training school of the Ch'ongjin Factory, Japan Iron Manufacturing Company during the Japanese occupation.

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45. Professional School, KIW, a two-storied building with brick walls, a cement tile roof; 10m x 50m x 13m; constructed by the Japanese and repaired after the armistice. The school offered a one-year course in subjects related to iron works requirements, viz. machine tools, coke and pig iron production, raw materials, analysis and transportation, and scheduled both day and evening classes. Approximately 150 students under 20 years old who had more than a junior middle school education attended the day classes. All but a few of these students were sons or brothers of workers at the plant. About 100 students attended the evening classes which were held from 1700 to 2200 hours for the benefit of employees who were from 18 to 23 years old. After graduation students were employed in their elected field at the iron works. All graduates were eligible for assistant engineering tests given once a year by examiners from P'yongyang; if a student failed, he could re-take the examination the following year; if he passed, he was eligible for the engineering tests which could be taken within three years. Teachers of the school were engineers and technicians of the iron works, some of whom were employed full time at the school.
46. Motion Picture House, Library and Entertainment Room, KIW, an "L"-shaped building, two-storied with brick walls cemented on the outside and plastered with lime inside, a cement tile roof; approximately 50m long on one side, 30m long on the other, 20m wide. The auditorium was used, in addition to showing films, as a general meeting hall of Kimch'aek Iron Workers at the end of each month. The library was on the first floor of the annex adjoining the auditorium and an entertainment room was on the second floor.
47. Hospital, KIW, two buildings, reconstructed following the armistice. Building A was three-storied with examination room, treatment room, pharmacy and a general affairs office on the first floor, and wards on the second and third floors. Building B was a single-storied building containing a boiler room, bathroom, barber shop and a sales store.
48. Recreation Ground of the Senior Middle School and the Ch'ongjin Technical Professional School. It was used once a week as a drill field for military training exercises.
49. Ch'ongjin Technical Professional School, a two-storied structure with brick walls covered with cement and a cement tile roof; reconstructed following the armistice. The school offered a three-year course and accommodated approximately 500 students. Graduates were licensed as assistant engineers and assigned to factories such as the Ch'ongjin Textile Factory, the Songjin Steel Mill, the Ch'ongjin Steel Mill, the Ch'ongjin Shipyard and the Kimch'aek Iron Works.
50. Kimch'aek Iron Works
51. Songp'yong Bridge, spanning the Susong River, was bombed during the Korean War and reconstructed according to its original design after the armistice. The height of the bridge from water level was approximately 10 meters; the depth of the river was 2 meters.
52. Railroad Bridge, reconstructed after the armistice.
53. Cement Bridge, reconstructed after the armistice.
54. Quarters of Military Drill Instructors. Several officers and 10 soldiers of the North Korean Air Force were in residence at the factory for the purpose of conducting military drill four hours a week in the use of rifles, 120mm and 80mm caliber mortars, direct-firing guns and field training. Employees between the ages of 20 and 35, for whom such training was mandatory, partook in the exercises. The iron works had approximately 100 or more Soviet-made rifles, several mortars and two direct-firing guns.

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55. Supply Department, KIW, six buildings similar in design to the living quarters described in paragraph 39.
56. Grain Distribution Station, Supply Department, KIW, two buildings, each single-storied with brick walls, a cement tile roof; approximately 8m x 20m x 15m.
57. Site of Dredger Repairing Operations. A dredger, which had been placed in Ch'ongjin harbor during the Japanese occupation, was bombed and sunk at EB636229 during the Korean War, and in June 1956 was being repaired at the site indicated on the sketch. After World War II the dredge was taken by the USSR as a war trophy, but was returned to North Korea in 1949.
58. Quay, KIW, used by 5,000-ton vessels during the Japanese occupation. Because dredging operations had not been resumed since the liberation of Korea, large vessels could no longer anchor at this quay.
59. Quay, used by 30 or 50-ton vessels in June 1956.
60. Day Nursery, two buildings.

1. Comment. According to an issue of the Nodong Sinmun, this factory had been completely rehabilitated and was in operation in December 1956.

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